

REPORT

8

OF THE

BOARD OF MANAGERS

OF THE

LEHIGH COAL AND NAVIGATION COMPANY,

TO THE

STOCKHOLDERS.

MAY 4, 1858.

PHILADELPHIA:

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1858.

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At an election held May 4th, 1858, the following named persons were chosen officers of THE LEHIGH COAL AND NAVIGATION COMPANY, for the ensuing year:—

President.

JAMES COX.

Managers.

ERSKINE HAZARD,	ALEXANDER FULLERTON,
GEORGE ABBOTT,	ANDREW MANDERSON,
JOHN FARNUM,	JAMES S. COX,
HENRY J. BOLLER,	EDWARD YARNALL,
RICHARD RICHARDSON,	MORDECAI D. LEWIS.

Treasurer.

OTIS AMMIDON.

EDWIN WALTER,

Secretary.

STOCKHOLDERS' MEETING.

At the Stated Annual Meeting of the Stockholders
of THE LEHIGH COAL AND NAVIGATION COMPANY,
May 4, 1858,—

The following Report and accompanying documents
received from the Board of Managers, having been
read and approved, the meeting authorized their pub-
lication in the usual form.

THOMAS EARP,

Chairman.

EDWIN WALTER, *Secretary.*

REPORT.

THE Board of Managers submit to the Stockholders the following Report, for the year 1857.

The Lower Section of the Company's navigation was ready for opening on the 25th of March, 1857; and the Upper Section on the 1st of April. The Lehigh and Susquehanna Rail Road was ready about the 12th of April. On the 22d of that month, the Company's Superintendent and Engineer reported that the repairs and alterations to the coal improvements had all been completed; and that the Company's works were at that date in good condition for doing a large business.

Shipments of coal from Mauch Chunk, began on the 6th of April, but were for some time somewhat irregular, from a succession of freshets and high water interfering with the loading of boats at the chutes.

On the Delaware Division there were two interruptions to navigation; one on the 3d of May, which caused a suspension of business for about eleven days; one on the 11th of August for about seven days.

With the above exceptions, the boating continued

without material interruptions to the close of the season, which terminated on the 10th of December.

The coal shipments for the year were as follows, and from the following points on the line of the Company's Canal, viz :

				Tons.
From the	Company's Summit Mines,	-		306,396
„	Room Run,	-	-	53,834
„	East Lehigh,	-	-	20,182
„	Tunnel No. 2,	-	-	10,015
Total from the Company's Mines,				390,427
From the	Spring Mountain Mines,	-		38,485
„	East Sugar Loaf,	-	-	25,386
„	Colerain,	-	-	43,621
„	Stafford,	-	-	511
„	New York and Lehigh,	-		26,693
„	German Pennsylvania,	-		9,374
„	S. Spring Mountain,	-	-	18,414
„	N. Spring Mountain,	-	-	11,787
„	Beaver Meadow,	-	-	4,325
„	Hazleton,	-	-	85,810
„	Cranberry,	-	-	64,956
„	Diamond,	-	-	28,153
„	Council Ridge,	-	-	36,737
„	Mount Pleasant,	-	-	10,240
„	Buck Mountain,	-	-	63,705
„	Wilkesbarre Coal Co.	-		6,790
„	Wyoming,	-	-	11,093
„	Hartford,	-	-	20,076
„	A. Lathrop's Pea Coal,	-	-	3,731
Total shipments by the Company's Canal,				900,314

In addition to the above there were taken, during the year 1857, from the Company's mines at Tamaqua, 15,839 tons; and from the F. vein 4,500 tons.

The coal by canal was distributed as follows:

	Tons.
Consumed on the line of the Lehigh Navigation, - - - -	141,751
Passed into the Morris Canal at Easton, - - - -	227,652
Entered the Delaware Division, - - - -	530,911

Of the coal that entered the Delaware Division, 351,233 tons reached Bristol; 147,545 tons passed into the Delaware and Raritan Canal, *via* the Outlet Lock at Wells' Falls, and the navigable feeder of the last named work; leaving 32,133 tons as the amount consumed on the line of the Delaware Canal.

Shipments of lumber for the year were 43,149,477 feet.

Freight of all descriptions for the year 1857, amounted to:

Descending, - - -	1,042,070 tons.
Ascending, - - -	98,580 „
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Total, - - -	1,140,650

The different kinds of articles and their respective quantities transported on the Canal during the year are shown by the following Freight List.

Freight Transported on the Lehigh Canal in 1857.

	DESCENDING.		ASCENDING.		TOTAL.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Anthracite Coal, - -	900,462	06			900,462	06
Bituminous „ - -			384	09	384	09
Charcoal, - - -	1	00	2	05	3	05
Grain, - - - -	139	14	529	10	669	04
Flour, - - - -	381	00	1,369	09	1,750	09
Salt, - - - -			698	01	698	01
Salt Fish, Beef and Pork, -			287	14	287	14
Other Provisions, - -	277	05	287	11	564	16
Beer, Porter and Cider, -			42	19	42	19
Whiskey, - - -	857	14	86	14	944	08
Hay and Straw, - -	13	10	315	15	329	05
Staves, Hoop-poles, Posts and Rails, 164	01		55	08	219	09
Lumber, - - -	46,234	02	1,545	14	47,779	16
Cordwood, - - -	1,649	15	139	10	1,789	05
Brick, - - - -	73	02	1,140	09	1,213	11
Slate, - - - -	3,951	03	143	00	4,094	03
Limestone and Lime, -	17,419	16	10,683	06	28,103	02
Other Stone and Plaster, -	2,186	15	5,050	12	7,237	07
Iron, - - - -	65,409	00	3,007	03	68,416	03
Iron Ore, - - -	2,493	03	71,143	01	73,636	04
Pitch, Tar and Rosin, -			42	10	42	10
Merchandise, - -	356	16	1,625	03	1,981	19
	1,042,070	02	98,580	03	1,140,650	05

For the first half of the season of Canal navigation the Company's business went on prosperously; and notwithstanding the intensity of the competition, stimulated by the unremunerating rates charged on some of the transporting lines, and the very low prices at which coal was thrown upon the market, such was the high character of the Company's coal, the excellent condition in which it was sent to market, and so great the consequent demand, that not only was the year's production disposed of as fast as it reached tide water, but a very large proportion of the Stock on hand from the preceding year was gotten off.

With the revulsion that occurred during the latter

half of the season, the scene changed, and matters assumed a very different aspect. Customers were unwilling to take the supplies for which they had contracted; or their credit was so much impaired as to make it unsafe to continue deliveries to them. The consequence was a general collapse; and a contraction of business, involving a corresponding falling off in the Company's receipts.

Under these circumstances, when some of the largest concerns in the country, after in vain struggling to maintain their credit by a resort to loans at usurious and ruinous rates of interest, were finally compelled to succumb, and to compromise as best they could with their creditors; it was not a little gratifying that this Company, without a resort to street loans, and from its own immediately available resources, was able promptly to meet every legitimate claim, and to maintain unimpaired the high credit so hardly won and so long enjoyed.

Under a condition of things so unpropitious, the results of the season's business will not be expected to be of so flattering a character as in some former years; and yet, when compared with the exhibits made by some other corporations, these results can hardly fail to afford a measure of satisfaction to the Stockholders, as furnishing conclusive evidence of the inherent strength of the Company; of the great value of its property; and may it not be added, of the prudence and the integrity with which its affairs have been managed.

The profits from ground and water rents, and from lots sold, were \$30,031.01; from coal, \$81,787.54; and from tolls, \$481,472.30; making a total of \$593,290.85.

At the close of the year 1857, the balance to the credit

of profit and loss, after paying State taxes, interest, repairs, improvements and expenses, was \$304,811.07; equal to an interest of over 12 per cent. upon the Capital Stock.

The Contingent Fund amounts at this date, to \$1,099,889.47; and is invested as follows, viz:

Pennsylvania State Fives,	-	-	-	\$400,000	00
" " Sixes,	-	-	-	10,000	00
City Sixes,	-	-	-	30,000	00
Pennsylvania R. R., 2d Mortgage Bonds,				200,000	00
N. Pennsylvania R. R., 1st			"	100,000	00
Lehigh Valley			"	16,000	00
Delaware			"	10,000	00
Lehigh Coal and Navigation Co's Sixes,				333,889	47
					<hr/>
Amount,				\$1,099,889	47
					<hr/>

During the year the Capital Stock was increased by \$200. The aggregate indebtedness of the Company was reduced by \$35,139.57. The assets were increased by \$121,080.50.

At the close of the year 1857, the liabilities of the Company including Capital Stock, funded debt, and pecuniary obligations of every kind, and including also, their own loans held in trust for the Company, were \$6,746,080.37.

Deducting the last stated item, the aggregate was \$6,412,190.90.

The usual semi-annual dividends of 3 per cent. each were declared, and a distribution of scrip, in the proportion of one share of scrip for every five shares of stock and scrip, was made among the holders of stock and scrip.

The financial position of the Company at the close of the year, will be found stated more in detail in the accounts herewith submitted.

The business prospects for the present year are necessarily so dependent upon the condition of trade generally, and more especially upon the revival of the manufacturing and productive industry of the country, upon the demand for the staple productions of the Lehigh Region, and upon the rates at which those staples are supplied from other regions, elements beyond the control of this Company, that estimates made at this time could only be of the nature of approximations.

The prevailing impression appears to be that the market will improve with the advance of the year.

The Company's mines are in the very best condition for the production of coal of the finest quality; and all their arrangements are such as to secure the coal being sent forward in the best possible condition, and to an amount, the only practical limit to which will be in the extent of the market.

In view of the general depression in all departments of business, the sales of coal to the present time are as large as could reasonably be expected. For some sizes the prices have been advanced.

The Report of the Company's Engineer, herewith submitted, states the expenditures for the year upon the Company's works, and the nature and the extent of the improvements and repairs made.

It will be seen that a very material reduction has been effected in the outlay for these purposes; and a still larger reduction it is expected will be made during the present year.

The depth of water in the Delaware Division, has been increased, to correspond with that in the Lehigh,

to 6 feet from Easton to the Outlet Lock at Wells' Falls; and, at the recent session of the Legislature, an appropriation was made for the purpose of extending the improvement to the termination of the canal at Bristol.

The State works having by subsequent legislation passed into other hands, it is not yet known what will be the policy of the new owners of the Delaware Division.

But, by whom ever owned, it can scarcely be questioned but that enlightened views of self interest will dictate the policy and the expediency of completing the improvement begun by the Commonwealth, and of offering to the public the use of the Canal upon liberal terms.

For the present season the Company's navigation was opened and ready for business on the 1st of April; and some few shipments were made from the stock of coal on hand.

But, owing to the dullness of the market, and the limited demand for immediate delivery, shipments of coal from the mines did not begin until the 23d of April. They are now expected steadily to increase.

By order of the Board of Managers.

JAMES COX,

President.

April 28th, 1858.

Profit and Loss Account of The Lehigh Coal and Navigation Company, for the Year 1857.

Amount of dividend declared May 26, 1857; 3 per cent.	\$74,394 00	Balance to credit of Profit and Loss, Jan. 1, 1857, -	\$2,548,963 30
Do. do. Nov. 24, do.	74,397 00		
	<u>148,791 00</u>		
Balance carried down, - - - - -	- 2,400,172 30	Balance brought down, being remainder after dividends in 1857, - - - - -	- 2,400,172 30
	<u>2,548,963 30</u>		
State Tax for 1857, on Capital Stock, - - - - -	- 7,440 60	Water rents, ground rents, and gain by sale of town lots, in 1857, - - - - -	30,031 01
Interest account for the year 1857, - - - - -	- 161,353 12	Profit on coal sold and delivered in 1857, including mine rents, - - - - -	81,787 54
Repairs and Improvements of the Navigation in 1857, - - - - -	84,441 86	Tolls on navigation for 1857, less collection expenses, - - - - -	481,472 30
Lehigh and Susquehanna Rail road, - - - - -	<u>35,244 20</u>		<u>593,290 85</u>
	119,686 06		
	<u>238,479 78</u>		<u>\$2,993,463 15</u>
Balance carried down to the credit of Profit and Loss, January 1, 1858, - - - - -	- 2,704,983 37	Balance brought down to the credit of Profit and Loss, January 1, 1858, - - - - -	- \$2,704,983 37
	<u>\$2,993,463 15</u>		


Summary of the Earnings and Expenses of the Year 1857.

Earnings in 1857, as above stated, -	\$593,290 85
Interest, repairs, &c., for the year 1857, -	288,479 78
Leaving amount of nett earnings for the year 1857, -	<u>\$304,811 07</u>

Comparative Indebtedness of The Lehigh Coal and Navigation Company, January 1, 1857, and January 1, 1858.

	Jan. 1, 1857.	Jan. 1, 1858.	Increase.	Decrease.
Mortgage Loan, - - -	829,422 00	829,222 00		200 00
Common Loan, - - -	3,091,498 10	3,091,498 10		
Total Funded Debt,	3,920,920 10	3,920,720 10		200 00
Floating Debt, - - -	322,512 24	286,202 14		36,310 10
Interest unpaid, - - -	53,523 40	52,048 43		1,474 97
Dividends unpaid, - -	4,364 20	7,209 70	2,845 50	
	4,301,319 94	4,266,180 37	2,845 50	37,985 07

Decrease of debt in the year 1857, \$35,139 57

 The amount of Funded Debt on the 1st January, 1858, above stated, includes the sum of \$333,889.47, now, April 28, 1858, held by Trustees of the Company, as a part of the Contingent Fund. Were this deducted, the actual amount of the Funded Debt would stand \$3,586,830.63.

CAPITAL STOCK.

The Capital Stock on the 1st of January, 1857, consisted of 49,594 shares, of \$50 each, - - - - - \$2,479,700
 And on the 1st of January, 1858, of 49,598 shares, of \$50 each, 2,479,900
 Increase of Capital Stock in 1857, 4 shares—\$200—issued in lieu of a like amount of the Convertible Mortgage Loan brought in and cancelled. The balance of Mortgage Loan, convertible at the option of the holders into the Stock of the Company, was, on 1st January, 1858, \$6,603.73.

“Scrip for additional Shares of Stock.”

There have been issued, as recommended by resolution passed at the meeting of the Stockholders held 1st May, 1855, certificates of “scrip shares,” as follows, viz.

1855,	certificates for 9,905 “scrip shares,”	which, when converted into stock, will amount to	\$495,250
1856,	do. 11,882	do. do.	594,100
1857,	do. 14,271	do. do.	713,550

Making a total of 36,058 “scrip shares,” which, when converted as aforesaid, will add to capital stock account, - - - \$1,802,900
 and the like amount will then be chargeable against the balance standing to the credit of profit and loss.

Summary of the Liabilities and Assets of the Lehigh Coal and Navigation Company—Jan. 1, 1851, to Jan. 1, 1858.

LIABILITIES.	Jan. 1, 1851.	Jan. 1, 1852.	Jan. 1, 1853.	Jan. 1, 1854.	Jan. 1, 1855.	Jan. 1, 1856.	Jan. 1, 1857.	Jan. 1, 1858.
Capital Stock,	1,503,550 00	1,503,550 00	1,569,800 00	1,985,850 00	2,474,600 00	2,475,900 00	2,479,700 00	2,479,900 00
Common Loans,	3,688,331 85	4,346,077 86	4,353,827 12	4,050,553 89	3,586,078 10	3,091,498 10	3,091,498 10	3,091,498 10
Mortgage Loan,	1,000,000 00	1,000,000 00	929,342 00	837,492 00	832,792 00	831,972 00	829,422 00	829,222 00
Floating Debt,	363,765 43	588,833 39	364,933 10	332,049 10	373,150 21	316,494 81	322,512 24	286,202 14
Unpaid Dividends,	798 70	798 70	3,823 70	3,503 95	4,245 70	4,307 20	4,364 20	7,209 70
Arrears of Interest,	639,874 81	99,085 39	74,812 89	67,283 71	58,634 59	54,300 26	53,523 40	52,048 43
Balance to the credit of Profit and Loss account,	7,216,320 79	7,538,345 34	7,296,538 81	7,276,732 65	7,329,500 60	6,774,472 37	6,781,019 94	6,746,080 37
	706,172 96	777,337 24	907,995 25	1,164,672 36	1,689,954 66	2,252,686 24	2,548,963 30	2,704,983 37
	7,922,493 75	8,315,682 58	8,204,534 06	8,441,405 01	9,019,455 26	9,027,158 61	9,329,983 24	9,451,063 74
ASSETS.								
Canal and River Improvements,	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00
Lehigh and Susquehanna Rail-road,	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00
Real Estate, cost of coal mine lands and other lands, Rail-roads to the several mines of the Company, and other improvements, Wharves and Landings at Philadelphia, &c.	1,353,523 01	1,347,248 77	1,307,876 55	1,250,998 17	1,281,901 46	1,334,927 01	1,406,654 23	1,428,970 94
Moveable effects, Debts due the Company, Bonds and Mortgages, and other securities,	717,090 30	1,103,301 47	1,012,927 68	1,249,910 11	1,845,327 23	1,806,325 76	2,042,362 97	2,136,423 04
Cash on hand,	16,575 44	30,132 31	48,729 83	75,496 73	57,156 57	50,835 84	45,966 04	50,669 76
	7,922,493 75	8,315,682 58	8,204,534 06	8,441,405 01	9,019,455 26	9,027,158 61	9,329,983 24	9,451,063 74

Of the balance to the credit of Profit and Loss, on the 1st of January, 1858, the sum of \$957,191.03 is invested in the name of Trustees, as a contingent fund. Of this amount \$333,889.47 is in loans of the Company, and the rest in other loans and available securities; the whole being included among the assets, in the item of "Moveable effects, Debts due the Company, Bonds and Mortgages, and other securities."

ENGINEER'S REPORT.

Office of the Lehigh Coal and Navigation Company.
Mauch Chunk, Jan. 1st, 1858.

JAMES COX, Esq.

President Lehigh Coal and Nav. Co.

SIR,—The Lower Section of the navigation was opened on the 25th of March last; and the Upper Section on the 1st of April following, and continued in good navigable order until its close, on the 10th of December.

Shipments of coal were commenced on the 6th of April, but were much interrupted by the frequent freshets which occurred during that month. About the first of May several breaches were made in the Delaware Canal by the high water in the Delaware River, requiring about three weeks to repair. Notwithstanding these interruptions, and the general stagnation in all kinds of business towards the latter part of the season, the shipments reached 900,462 tons.

Considerable injury was done at the wing and channel walls of the descending navigation, between Stoddartsville and White Haven, by the breaking up of the ice in the winter of 1856-7, which was repaired as soon as the state of the water would permit in the spring.

The expenditures on the navigation, during the past year, have been mainly confined to ordinary repairs. Four new Locktenders' houses, three new flood gates, the completion of the towing path along pool No. 8, and the construction of a river towing path between locks No. 48 and 49, are all the new works constructed during the past year.

One side wall of Lock No. 32, Lower Section, and the wings of Lock No. 29, Upper Section, require rebuilding, and will be done the present winter. The side wall connecting the head of the Guard Lock at this place with Dam No. 1, and about 150 feet in length of Dam No. 4, have become a good deal undermined by the action of the water in the river, and may have to be secured with timber crib work, filled with stone; with these exceptions all the works of the navigation are in good working order, and no further new work or improvements will be required during next year.

There has been expended on the Lower Section during the past year, for all purposes, \$59,243.55.

Of this sum there was expended for new Towing Path between

Locks No. 48 and 49,	-	-	-	\$567 75
For Collector's office at South Easton,	-	-	-	3,511 47
New Lock houses,	-	-	-	2,007 69
Lands purchased for the use of the navigation,	-	-	-	430 00
The balance at ordinary repairs,	-	-	-	52,726 64
				<hr/>
				\$59,243 55

There has been expended on the Upper Section,	\$27,617 42			
Of this sum there was expended at repairing the descending navigation,	-	-	-	\$535 22
Collector's office at White Haven,	-	-	-	2,419 21
The balance at ordinary repairs,	-	-	-	24,662 99
				<hr/>
				\$27,617 42

Lehigh and Susquehanna Rail Road.

This work was put in order and ready for use about the middle of April, but little or no business was done over it before the first of May, and then, owing to the interruptions on the Delaware Canal, and deranged state of the market, business continued quite inactive, and towards the close of the season was entirely suspended.

The foundation of the machinery for Plane No. 1 having become decayed (it having been built on wood), has been removed and iron substituted; with this exception, and the building of a turntable and house at the head of the planes, the expenditures have been mostly confined to ordinary repairs. All the works are now in good order. It is contemplated, however, to renew the foundation of the machinery of Plane No. 2, with iron in place of wood, and make some alterations in the boilers and grates, so as to burn small coal, which will be done during this winter.

There has been expended on this work during the past year, for all purposes, \$27,675.67.

Of this sum there was expended for constructing a turntable and

house at head of planes,	-	-	-	\$1,085 14
Repair shop and machinery at White Haven,	-	-	-	485 86
The balance at ordinary repairs,	-	-	-	26,104 67
				<hr/>
				\$27,675 67

Coal Improvements.

Descending track from the summit to the landing and the Back Track.

About half a mile of the descending track at the summit has been regraded and laid with a 50 lb. T rail. The regrading of the road at the head of the schutes and alterations in the screening fixtures at the landings, which were being done at the date of my last annual report, were completed and brought into use at the opening of business in the spring, and have materially reduced the cost of handling the cars, and loading the coal into boats; as well as separating and cleaning the coal much better than heretofore. All the coal roads are now arranged so as to dispense with horse power altogether in moving the cars, the whole being done by gravity and stationary steam power.

Some further improvements are required at the coal washing arrangements, which it is contemplated doing during the winter.

All the works connected with these roads, including the schutes, inclined planes and machinery, are in good working order.

Panther Creek Rail Roads.

That part of these roads passing along Panther Creek Valley, about 3 miles in length, which had become much decayed and out of adjustment, was regraded, thoroughly ballasted, and the superstructure mostly renewed, early last spring, and will now last some years without much cost of repairs. One mile of the track between Inclined planes No. 1 and 2, and the superstructure of Inclined Plane No. 3, have been relaid with T rail. The large amount of business required to be done over Plane No. 1, rendered it necessary that some improvement should be made to facilitate and expedite its operations. This has been done, and has answered the desired purpose. All these roads, including the Inclined Planes, have continued to work without interruption throughout the season, and are now in good order, and require but few repairs, and those mostly of an ordinary character.

New breakers at Tunnels No. 6 and 8, with the improved screening and separating fixtures, and the improvements to the screens at Tunnels No. 5 and 7, and at Slope No. 2, were completed ready for use at the opening of business in the spring; all of which have worked satisfactorily, and have very materially improved the character of the coal.

Some further improvements are contemplated in the screening and separating fixtures, in order to reduce the loss of coal in preparing it for market, which it is intended to make during the present winter.

The breakers and screening fixtures are now being constructed, and will be completed by the time business shall commence in the spring.

Tunnel No. 9, was driven through to the large coal vein on the 25th ult. The whole length being 2283 feet.

The contractor is now making preparations to drive forward the gangways, preparatory to commencing mining early in the spring.

Tunnel No. 5, will be worked out within one or two years at most; preparations were made last summer to drive a slope down on that tunnel, but the embarrassed state of monetary affairs caused its suspension. I would recommend its resumption as soon as practicable, as the coal in the tunnel will be worked out by the time it will be completed.

Some expenditures were made during the past season, to prove the coal in Dry Hollow; a trial slope was driven down about 450 feet, which proved the coal to be of a good quality.

All the coal improvements are in a good working condition.

The expenditures on the different coal works during the past year were—

Descending Track, Back Track and schutes,	-	\$38,985	81
Panther Creek Rail Roads and Inclined Planes,	-	34,164	02
New Breakers at Tunnel No. 6 and 8, and screening fixtures at Tunnels No. 5 and 7, and at Slope No. 2,	-	-	-
-	-	26,343	28
New Breakers at Tunnel No. 9,	-	16,998	56
Driving Tunnel No. 9,	-	9,650	32
Machinery for Slope at Tunnel No. 5,	-	3,578	24
Car repair Shop and Machinery at Mauch Chunk,	-	1,660	18
Trial Slope in Dry Hollow,	-	2,091	18
Repairs of Old Tunnel Road,	-	66	22
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			\$133,537 81
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There were mined and shipped from the Company's mines during the past year as follows, viz.—

From Summit Mines,	-	-	-	312,038	11	tons.
Room Run Mines,	-	-	-	53,923	14	
East Lehigh,	-	-	-	20,437	05	
Tunnel No. 2,	-	-	-	10,014	14	
Greenwood,	-	-	-	4,492	08	
Shoemaker & Medlar's Mine,	-	-	-	15,838	18	
				<hr/>		
				416,745	10	tons.
				<hr/>		

All of which is respectfully submitted.

E. A. DOUGLAS,
Sup't and Engineer.

SUPPLEMENTAL REPORT.

Office of the Lehigh Coal and Navigation Company.
Mauch Chunk, April 24th, 1858.

JAMES COX, Esq.

President Lehigh Coal and Nav. Co.

SIR,—The navigation was opened throughout its whole length on the 1st inst.; but, owing to the limited demand for coal for immediate delivery, little business has been done on it up to the present time.

The Lehigh and Susquehanna Rail Road was opened for business about the 15th inst., and a few trains of coal have passed over it.

The repairs and improvements contemplated to be made at the coal works have been finished, and everything is now in complete order, and prepared for doing a large business the coming season, if it should be required.

Shipments of coal commenced at this place yesterday, 23d inst.

Yours respectfully,

E. A. DOUGLAS,
Sup't and Engineer.